THE PROBLEM SOLVED.

Dummy Engines Would Settle the Country Road Troubles.

MAY BE USED ON THE CITY STREETS

Even Electricity and Cables Considered Too Expensive.

CAN EASILY OVERCOME HEAVY GRADES

Discussion as to the cheapest motive power is likely some day to settle the vexed question of better country roads in Pennsylvania, and it is fortunate that practical and wide-awake business men are the ones who are doing the thinking, for the average Pennsylvania farmer is not built like his Ohio brother. The latter still fights to keep up with far-Western competition, while the former puts his finger into his

mouth and whines. George I. Whitney has given the subject of motive power on street railways considerable thought, and has come to the conclusion that neither cable nor electricity will move the street car of the fature, unless the mode of application of the latter be radically improved. In the cable plan there is immense waste of power in hauling the cable, and vet some say the loss is much greater in the use of electricity. Figures are not at had, but some say that nine-tenths of electrical power is lost in application, making it very expensive on reads where there are heavy grades. Now Mr. Whitney has come to the conclusion that the dummy engine in extensive use in England as a wagon hauler on country roads will be the motive power on street railways, after an exhaustive test of electricity, unless, as before stated, methods, be discovered by which it can be used without so great waste as at present. Almost as Cheap as Water Power.

These small locomotives are built so as to overcome heavy grades and at the same time draw considerable load, and they are, next to water, the cheapest power yet found. Anyone who has seen a traction engine drawing a threshing machine and separator on our dirt roads knows that as a puller it is great, and uplike a horse it eats nothing when not in use and is no harder to groom than a horse, and is more manageable on the road than the best trained horse. Small locomotives have largely taken the place of horses in England on country roads, where they run without having tracks laid for

N. F. Sanford, of the Pittsburg and Moon Run Railway, and some other people were discussing the road question the other day, the talk arising out of the contemplation of the task arising out of the contemplation of a single locomotive hauling 1,000 tons of coal a day six miles, and making in addition three round trips hauling passengers. To do this work with horses would require 1 000 of them and 125 drivers, and each team would be required to make two trips and travel 24 miles, which at present would be an impossibility. Now this coal is sold at say \$1.40 per ton, wholesale—it is less than that— but to haul it six miles with horses would east at least \$600 more than it sells for; and, speaking of expense, these horses and wag-ons would cost, at a low estimate, \$200,000. Mr. Sanford thought if the farmers of this country could be made to see their own interest, it would not be long until they would have either macadamized roads, narrow gauge steam or electric railroads on all the main thoroughfares. Attorney Joseph C. Young, in an address at Forest Grove a few nights since, gave some figures which contain much food for reflection.

An Idea of the Freight Business According to his calculation all the animal power in the United States would not to-day suffice to do the transportation of Pennsylvania alone—leaving out of considwater transportation Now consider the work of the 1,600 locomo-tives owned by the Pennsylvania Railway Company alone—some say 1,900. A locomotive and half a dozen men will haul from Pittsburg to Youngstown on the Pittsburg and Lake Eric Railway 1,200 tons of coal in five hours, if not compelled to sidetrack to let passenger trains by. This is equal to the work of 43,200 horses and 10,800 men, allowing the teams to consist of four horses each. Taking the lower number of Penn sylvania Railway locomotives named, their work is equal to that of 69,120,000 horses and 17,280,000 men, three and a balf times the entire population of the State, male and female, old and young; and the Pennsylvania Railway does not do all the transportation business of Pennsylvania. No reference is had to the Ft. Wayne, Cleveland and Pittsburg and other railways operated by the Pennsylvania Company.
It is objected by some that to fit country

roads for use for steam locomotives or electric power would require considerable regrading, but it would not require as much regrading, but it would not require as much as has already been done since the roads were first located. A specimen of the way our grandfathers did it may be seen by a walk up Sycamore street to Mt. Washing-ton. Instead of winding around by the coke ovens, as at present, the first road laid out branched off about one-third way up the hill, and from that point to the summit the grade was almost as great as is that of the Monongahela Inclined Plane.

Some Great Feats of Driving. Some modern drivers have refused to be-lieve it possible to have hauled goods up that road, but there are people living who, in their youth, saw the feat performed. The in their youth, saw the feat performed. The people of Crescent, Moon and a part of Robinson township during nearly a century hauled their produce to this city over the Middletown road, when they could not ship by river, and in doing so they not only went farther but surmounted a hill 400 feet high, though they could have come on the strip of ground now occupied by the Pittsburg and Lake Eric Railway and had a level road all the way. Some of the old timers when the way. Some of the old timers when nsked why they did not make a road along the river, replied that they would not only have been obliged to bridge Montour and Moon runs, but several gulches also. Now, all the little bridges combined, and which several to several to be several to be several. served to appall them, would not have amounted to 300 feet. In the olden time road locators were such poor engineers that they even frequently went over sugar loaf shaped hills, never stopping to consider that the distance over the top was as great, sometimes greater, than around the base. Another abuse which must be considered, if ever there be attempted a radical improvement in the roads, is the prevailing ten-dency of the farmers to have roads run to suit the personal convenience of each. Some of them are miles longer than necessary simply to accommodate the various farmers living along the lines. There will be some tall kicking when it comes to reforming lines, but it must be done if there be a radical improvement and for this reason some system should be devised by which the county should make the main thoroughfares and let the townships take care of the side roads.

Taxing Farms to Make Good Roads. Taxing Farms to Make Good Roads.

When they learn the value of the main roads the side ones will soon be put into good shape, as in several counties in Ohio, where the plan has been tried with the effect of making each back-lying farmer clamor to be assessed \$1 an acre to get a road immediately past or through his farm. In many counties farms lying immediately on an improved road are assessed \$1 an acre a year, the farm next to that 50 cents an acre, the next 25 cents, etc., per annum until the year, the farm heat to that so cents an acre, the next 25 cents, etc., per annum until the work is paid for, and they have all found it to be a highly profitable business and when the roads are once made, the tax to

when the roads are once man, the tax to keep them in repair is insignificant. People who have given the subject thought differ in opinion as to whether roads should be macadamized and traction engines used to draw wagon trains or nar-row gauge tramways laid and locomotives

used. The latter could be constructed with double tracks for \$12,000 a mile. Of course the farmers will not be educated up to the standard necessary to enable them to build them during this century, but they might be induced to assist if they knew the value that would be added to their farms. Ralph Bagaley states that he has seen traction engines in England haul 100 tons up heavy grades, and do it with ense and considerable speed. This was on an ordinary macadamized road, and these engines would turn within their and these engines would turn within their own length. Of course, to use effective engines would require stronger bridges than are found on some highways, but this matter could easily be remedied. Mr. Hays, of Hays & Lowry, states that grades 400 feet to the mile could be overcome successfully by these wagon-road engines, so there would be very little and the could be readed in the grade of be very little change needed in the grade of most roads in this county. This is sup-ported by the fact that in the Allegheny Mountains Pennsylvania Railroad locomo-

tives overcome grades 290 feet to the mile and draw heavy loads, and an ordinary loco-motive draws 20 empty cars up the Moon Bun Railway, which has an average grade of 67 feet to the mile.

Hauling Over Present Roads Don't Pay. Now it has been demonstrated by farmers possessedof good brains, intelligence, business ability and ample finances, that farming ten miles from Pittsburg, where transportation must be over our wagon roads, does not pay and the bad roads are the principal cause, as one-third the price of a ton of hay is expended in bringing it to market. The lateral railroads that run up the valleys do not help the matter, as to use them hay must be baled as a cost of \$3 a ton, then hauled to the road at cost of another dollar and then two freights and terminal charges amounting to \$2 more, which charges combined eat up half the value of the product. Hav is about the most profitable crop a farmer a few miles from the city can raise, and yet he cannot compete with growers west of the Mississippi. They presented from the lateral ippi. Then passenger fares on the lateral railroads are so high as to be an important item. There are points within nine miles of the business center of Pittsburg from which it costs a half dollar to come by rail. All these difficulties could be overcom were tram roads built and engines used and beside the hundreds of thousands of tons of fertilizer that are annually dumped into the rivers, fouling them so that game fish do not thrive, could be profitably distributed and deodor-ized on farms that have become too poor to grow weeds and will scarce raise mortgages. Much of the productive wealth of the country is consumed in the mainten-ance of horses, and the greater portion of them could be displaced by steam power at a cost for fuel less than half the cost of feed necessary to maintain the animals. A ton of nails can be sent to New Orleans from this city for \$5 and by rail at some \$2 more, and that ton hauled by horse

DEATHS HERE AND ELSEWHERE.

power would cost \$560, and, proportioned to distance, the cost for five miles on our wagon roads during an ordinary winter is

Mrs. Julis Creighton Dilworth. The sudden death of Mrs. Julia Creighton Dilworth, which occurred at 6 o'clock yesterday morning at her home on Hoeveler street, East End, caused a profound feeling of regret among friends in this city and Philadelphia, her former home. She was the daughter of the late John McC. Creighton, of the Pennsylvania Railroad, and wife of John C. Dilworth, the well-known com-mission broker. Her illness and death were mission broker. Her illness and death were peculiarly sad owing to the short duration—isting hardly one week. A severe cold which developed into typhoid fever was the prime cause of death. She was a most lovable wife and mother—a husband and one bright little bey of 4 being left behind—and just in the bloom of useful womanhood. Her good works were conspicuous in everything she essayed to perform. A consistent member of the Calvary Church, her activity in religious and charitable affairs was of the sincerest sort, and her executive ability as the chairman of several benevoient societies always was demonstrated by good results. Her last hours were painless and she passed away surrounded by dear friends, like one "who wraps the drapery of his couch about him, and lies down to pleasant dreams." Funeral services will be held at Calvary Church, Thursday, January 21, at 10:30 a. x.

The Lord Chamberlain of L

Benjamin Scott, Fellow of the Royal Astronomical Society and Chamberlain of London, died Monday. Mr. Scott was born 78 years ago. He resigned the Chief Clerk-ship of the Chamberlain's office in 1853 and ship of the Chamberlain's office in 1853 and founded the Bank of London, of which he was Secretary until the death of Sir John Key in 1858, when he was unanimously elected to the office of City Chamberlain. He took an active part in education, and in 1851 founded the Workingmen's Educational Union. Mr. Scott published "A Statistical Vindication of the City or London," "Contents and Teachings of the Catacombs at Rome," "Progress of Locomotion in Great Britain." In 1884 he compiled for the corporation "London's Roll of Fame," and in 1890 he published a history of the struggle for the repeal of the contagious diseases act.

William H. Campbell, San Francisco,

A. W. Campbell, of Allegheuv, last night received news of the death of his brother, William H. Campbell, in San Francisco a few days ago. Mr. Campbell was well known few days ago. Mr. Campbell was well known in Allegheny. He was a son of John and Sarah H. Campbell, of Logan's Ferry, Pa. For a number of years he was a carpenter in Allegheny, leaving there in 1875. In California he engaged in the business of manufacturing fences and was very successful. He leaves a wife and four children, as well as his father and mother, two sisters and five brothers. A. W. Campbell will leave in a 16w days for San Francisco to look after his late brother's business affairs.

Jesse Lazear, Greene County.

Jesse Lazear, a prominent and wealthy citizen of Richhill township, Greene county was found dead near his home on Sunday morning. He was just recovering from an nothing. He was just recovering from an attack of the grip and had just stepped out of his house for a few minutes, when his family missed him and found him dead in the yard. He was a cousin of Thomas Lazear, of Pittsburg.

John Martin.

John Martin, one of the oldest citizens of Castle Shannon, died yesterday morning, at his home in that place. He was 68 years old and lived in that vicinity all his life. He was well-to-do and is survived by a wife and

Obituary Notes. REV. FATHER ANDERLEDY, the Jesuit General, is dead in Rome.

GASPARD MAEDER, a scene painter of note, died Monday at his home in New York. WILLIAM REED, the oldest citizen of Bellefonte, died yesterday of the grip. He was 94 years of age.

THE COUNTESS DOWAGER OF CAVAN died at Ottawa, Ont., Monday, at the home of her son, Hon. Octavins Lambert. JOHN ENDLICH, United States Consul at Basle, Switzerland, during President Buch-

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Of perfect purity. Lemon Of great strength. Economy in their use Flavor as delicately and deliciously as the fresh fruit

anan's administration, died at Reading, Mon-

John A. Fellows, a prominent Republican politician, who died at Pontiac, Iil., Sunday was the first salaried Postmaster appointed by President Harrison. FRANK KIEGER, aged 104 years, died in Cleveland Saturday. He was a Bohemian and came to this country 40 years ago. His only son, aged 70 years, lives in Bohemia.

HENRY F. PRATHER, of Greencastle, Pa., died Sunday evening, aged 82 years. He was Postmaster under President Grant, and held the office for 16 years, resigning in 1887. CAPTAIN SAMUEL MATHEWS, of Coal Valley, late of Company C, 102d Pennsylvania Vol-unteers, and 12 years a member of Samuel Black Post, G. A. R., died Monday in his 68th

M. M. Masters, Superintendent of the Mo-nongahela Cemetery, died at his home at Copeland yesterday morning, aged 24 years. Deceased was a popular young man in Brad-dock

ISAAC REINEMAN, Superintendent of the Washington Oil Company's operations in Washington field, died at Washington, Pa., yesterday morning. Mr. Reineman was known in all the oil fields of Pennsylvania and Ohio.

COLONEL CHARLES DORRANCE, of Dorrance ton, Pa., died Monday morning. He was in his 87th year. He was President of the Wyo-ming National Bank and was connected with many other institutions. He left prop-

erty worth \$1,000,000.	
Marriage Licenses Issued Y	esterday.
Name.	Residence.
John Swykowski Teresa Tunsnawka	McKeesport
Elijah Shaler	Pittsburg
James H. Ledger	Coat vamey
George Brooks	Pittsburg
Jacob Beiler	Pittsburg
Albert Tatzke	Braddock
John Murrman	Pittsburg
Karl Toma Elizabeth Kenib.	Glenfield
Frank B. Melior	Pittsburg
Louis Hasse, Jr. Pauline K. Wick	Allegheny
R. E. Som'ey	Braddock
	•

DIED.

AMEND—On Tuesday, January 19, 1892, at ir. M., Voionika, relict of Charles Amend, aged 55 years 5 months 20 days. Funeral on Thursday at 2 r. M. from her

late residence, No. 126 Seventeenth street, Southside, Pittsburg, Pa. Friends of the family are respectfully invited to attend. 2 BEATTIE—Monday, January 18, 1892, at his residence, on Kirkpatrick avenue, at 1 P. M., Mr. Hugh Beattie.

Funeral services at Bethel Presbyterian

Church, Allegheny, WEDNESDAY, January 20, at 2 P. M. CAMPBELL—Suddenly, of pneumonia, at San Francisco, Cal., William H. Campbell, formerly of Allegheny City.

DILWORTH—On Tuesday morning, January 19, 1892, at 6:15 o'clock, Julia Christieros, wife of John C. Dilworth and daughter of the late James McC. Creighton.

Functal services at Calvary Church, E. E., at 2:30 o'cock P. M., Thursday, January 21, 1892. Interment private. [Baltimore and Philadelphia papers please

EBERHART—On Monday evening January 18, 1892 at 6:45 o'clock, at the residence of her parents, No. 37 Rebecca street, Allegheny, Bresite Hemingray, daughter of William and Jane Eberhart, in her 21st year.

Services at her parents' residence, Wednesday, 20th inst., at 2 p. m. Interment pricopy.] vate at a later hour.
[Cincinnati papers please copy.]

HENN-On Tuesday, January 19, at 10:55 A.M., at his parents' residence, No. 32 Eighth street, Sharpaburg, Joseph Henn, oldest son of John and Katherine Henn, aged 22 years 3 months and 27 days. Funeral on Thursday Morning at 9:30 at St. Mary's Church, Sharpsburg, Pa.

HULINGS—On Monday, January 18, 1892, at 2 r. M. Renecoa Luella, beloved daughter of Captain E. J. and Ella J. Hulings, aged 2 years, 4 months and 15 days. KRAPP—At her home, No. 137 Twenty-fourth street, Southside, on Tuesday, Janu-ary 19, 1892, Mrs. Mary E., wife of John Krapp.

Funeral on Thursday, January 21, 1892, at 2 r. M. Friends of the family are respectfully invited to attend.

[Butler papers please copy.] LOEBIG—At the parents' residence, No. 35 O'Hara street, on Tuesday, January 19, 1892, at 1:590 A. M., JACOB, son of Jacob and Christeina Loebig, aged 11 years 4 months 27

of the family are respectfully invited to at-MARTIN—On Tuesday, January 19, 1892, at 7:45 A. M., JOHN A. MARTIN, in the 68th year of

Funeral on WEDNESDAY at 9 A. M. Friends

Funeral from his late residence, Castle Shannon, on Thussday, January 21, 1892, at 11 a. M. Friends of the family are respectfully invited to attend.

MORRIS-On Tuesday evening, January 19, 1892, at 4:30 o'clock, at the family resi-dence, Wheebiddle avenue, near Liberty avenue, ELLA C., wife of R. M. Morris. Notice of funeral hereafter.

McKAY-On Monday, January 18, 1892, at 9:30 r. m., Ellen, beloved wife of James Mc-Kay, aged 87 years. The funeral will take place from the resi-dence of her husband, No. 161 Laurel street, Allegheny, on Thursday at 8 a. M. Services at St. Andrew's Church at 9 a. M. Friends

of the family are respectfully invited to at-OETTING-On Tuesday, January 19, 1892, at 3:40 in the morning, Amalia, wife of L. W. Adolph Oetting, at the age of 51 years, 5 months and 18 days. Funeral Thursday, January 21, 1892, at 2

o'clock P. M., from her late residence, No. 354 Ohio street, Allegheny City. Friends of the family respectfully invited to attend. Interment private.

REINEMAN-On Tuesday morning, January 19, 1892, at 4:10 o'clock, at Washington, Pa., ISAAC REINEMAN, in the 54th year of his Services at his late residence, Franklin, Pa., on Thursday, January 21, 1892, at 2 r. M

STEBELEY-On Monday, January 18, 1892, at 10:10 P. M., Mrs. L. E. STEBELEY, at her mother's residence, No. 61 Robinson street, Allegheny.

STEVENSON—At Mansfield, Pa., on Monday, January 18, 1802, Thomas Stevenson, formerly of Apollo, in his 46th year. WELSH-On Monday, January 18, 1892, at 11 P. M., LURE WELSH, in his 61st year. Funeral from the residence of Neal Cur ran, Sylvan avenue, near Greenfield avenue on Thursday, 21st inst., at 8:30 A. M. Services at St. Stephen's Church, Haziewood, at

ANTHONY MEYER, (Successor to Meyer, Arnold & Co., Lim.,)
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We are going to sell all our broken lines at almost half price. We have never offered such reductions before. As we handle none but the finest grades of shoes, the present prices are bound to move them. An early call will fit you best.

Many \$8.00 shoes reduced to \$5.00, \$7.00 to \$4.50, \$6.00 to \$4.00, and we will close out in this sale over 2,000 pairs of men's shoes

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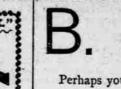
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LADIES' NUTRIA BEAVER CAPES,

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\$10! Ladies' Genuine Beaver Capes, Mink Sable Capes,

Elegant Dark Brown Marten Capes all high-cost goods, at \$25. Extra fine Mink Sable Capes, \$35. Mink Sable Mantles, \$65, \$75, \$85 o \$100, that are \$25 to \$75 each

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Best London dye, 24 inches long, 34, 36 and 38 bust,

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A large lot of fine

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All the finest ALASKA SEAL MANTLES, value \$200 to \$275,

ALL now to be sold at

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Fine to best ALASKA SEAL JACKETS made, \$100, \$125, \$150, \$175 to \$200. Ladies' Elegant White

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Extract of Beef. made from the GENUINE Incomparably the best Pure, palatable, refresh-

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Remember, the 20 PER CENT DISCOUNT is allowed on every grade of OVERCOATS, ULSTERS, MEN'S SUITS and BOYS' LONG PANTS SUITS.

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What are you going to ao this year? MOVE? If you

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We will take up, clean and refit your carpets and re-upholster your furniture.

Let us have your carpets early—before "the rush," if you can—and we will have them laid so you can set your furniture up and "live" the same day you move.

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Just at this season of the year it is quite customary for gentlemen to replenish their stock of shirts. We are prepared to supply shirts ready made from stock, or made SPECIAL TO ORDER, just as one may de-

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From our stock of shirts we call your attention first, to our PRIZE X UNLAUNDRIED SHIRTS, which we sell at \$1 apiece, or \$5.30 for the half-dozen. The material, the make up and finish of these shirts we guarantee to be the very best in the market in the way of an Unlaundried Shirt sold at this price. We have all sizes in neck and sleeve length, also extra size bodies for large men.

men.

In LAUNDRIED STOCK SHIRTS we can give you as \$1, \$150 and \$2 each. If you want to have your SHIRTS MADE TO ORDER we are prepared to do this in the best manner possible. We guarantee perfect fit, and satisfaction in every instance. Prices of special orders are \$16.50, \$18, \$24, \$30, \$35 per dozen, according to style. If you have not time to call at our store to place your order, write us to that effect and we will send one of our agents to your place of business and take your order.

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You can't walk through our store with your eves open and fail to see numberless bargains on every hand. Little bargains, great bargains. Articles on which a few cents may be saved, and, again, articles where the saving to the

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We have grouped together several lines of Warm Winter Underwear, in which there is quite a variety of style, color and material, on which we have made a price that will do its own talking when you come to see the goods. They are:

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Of these particular lines we have but shirts only. They were 83c and 74c. ::

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